



NATIONAL TRANSPORTATION SAFETY BOARD

**Office of Aviation Safety
Western Pacific Region**

July 15, 2015

ACCIDENT SITE EXAMINATION

WPR15FA121

This document contains 0 embedded photos.

A. ACCIDENT

Location:	Santa Monica, CA
Date:	March 5, 2015
Aircraft:	Ryan Aeronautical, ST3KR
Registration	N53178
NTSB Investigator-in-Charge:	Albert Nixon

B. EXAMINATION PARTICIPANTS:

Patrick Jones
Air Safety Investigator
National Transportation Safety Board
Federal Way, WA 98003

Donald Griffin
Aviation Safety Inspector
Federal Aviation Administration
Los Angeles, CA 90267

C. SUMMARY:

On scene examination of the airplane wreckage was conducted on March 5, 2015, at the Penmar Golf course.

D. DETAILS OF THE INVESTIGATION:

1.0 Wreckage Examination

Examination of the accident site revealed that the airplane impacted terrain and came to rest upright in an open area of the golf course, adjacent to the 8th tee, about 800 feet southwest of the approach end of runway 03, at Santa Monica Municipal Airport. The airplane sustained substantial damage to both wings, the right stabilizer, and the fuselage. Wreckage debris remained within about 10 feet of the main wreckage. The first identified point of contact (FIPC) was the top of an approximate 65 foot tall tree. The first area of ground impact consisted of an area of disturbed grass that extended to a small crater of disturbed dirt, which contained a portion of the propeller blade. The ground scars were about 25 feet in length and at about a 45 feet elevation.

The fuselage came to rest upright on a heading of about 044 degrees magnetic approximately 150 feet from the FIPC. The wings and engine remained partially attached to the main fuselage. Flight control continuity was established to all flight surfaces, with the exception of the right aileron, which control cable had separated when the right wing partially detached from the wing root. All major structural components of the airplane were located at the accident site. The engine was buckled under about 45 degrees. The engine accessories were partially separated. The Hobbs meter reading was 0030.7 hours.

One propeller blade had impact damage and was separated near the hub. The other blade appeared to be intact. There was a significant quantity of oil in the area of the engine. The exhaust pipes were light grey in color and no significant deposits were observed.

During the recovery of the airplane, fuel was observed leaking from the area of the fuel tank. The wings were removed to facilitate the recovery.

Submitted by: Patrick Jones